Julianstown Traffic Relief Scheme

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Meath County Council, in conjunction with the Department of Transport, is progressing the development of the Julianstown Traffic Relief Scheme.

The R132 acts as the main route through Julianstown and was historically the main north-south route between Drogheda, Dublin and beyond. In 2001 the section of the M1 from Dunleer to Dundalk was opened and in 2003 the Drogheda Bypass was completed.

Even with these improvements, the R132 continues to experience high traffic volumes and delays during peak periods. This includes many Heavy Goods Vehicles passing through the village, which can create a hostile environment for non-motorised users, in particular vulnerable road users.

This situation is particularly concerning at the junction of Ballygarth Manor Road and the R132, where traffic conditions can impact the safety and accessibility of the local school for children and their parents/carers.

Meath County Council have appointed SYSTRA Ltd. as technical advisors to develop the scheme. The project is being progressed in accordance with the Transport Infrastructure Ireland (TII) Project Management Guidelines.

What are the aims of the scheme?

A number of objectives have been established for the project including:

- Reduce the impact of congestion at Julianstown
- Reduce the risk of accidents within Julianstown Village
- Reduce the impact of traffic on local air quality and noise
- Improve access to education and employment for those who rely on the regional road through Julianstown

Options Development

Numerous options for the Julianstown Traffic Relief Scheme were considered following a robust, step-by-step process that is in line with the Department of Transport's 'Transport Appraisal Framework' (TAF) guidelines. The initial longlist of options was developed as part of Phase 1 of the scheme, the Concept and Feasibility phase, which considered a variety of solutions including:

1. Bus priority
2. Public transport enhancements (increased bus frequency and the DART+ delivery)
3. East-West Link Road south of Drogheda
4. New Link Road junction with the M1 at the R150 (northbound off, southbound on slips) and connection between the R150/ Laytown Road and the R150 to the M1
5. New Road Link on the western side of Julianstown with a junction on the R132 north of the Laytown Road (R150)
6. New Road Link on the western side of Julianstown with a junction on the R132 at the Laytown Road (R150)
7. Reduction/removal of the Road Toll on the M1

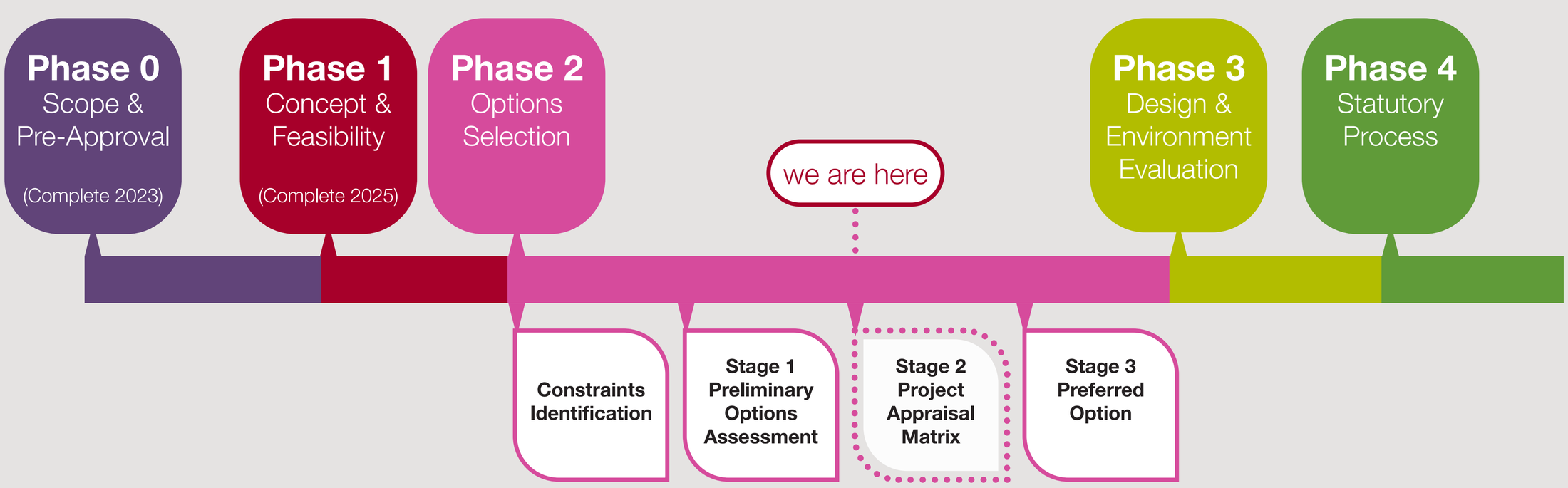
All options incorporate comprehensive traffic calming measures through Julianstown, including pavement improvements, signalised junctions and HGV restrictions to improve the public realm in the village centre and create a safer environment for walking and cycling.

It should be noted that options to the east of Julianstown were not proposed due to environmental constraints, for example, Special Protection Areas for the environment.

Following an initial appraisal of these options against the objectives, Options 5 and 6 were taken forward to the Phase 2 Options Selection Stage. These are variations of new road links to the west of Julianstown to divert around the village.

Options 1, 2, 3, 4 and 7 did not progress to Stage 2 of the Option Selection. Analysis of these options indicated that traffic flows through Julianstown would not be reduced significantly by these solutions. This was due to the alternative routes (options) having longer journey times for many of the users or public transport options not considered attractive enough to encourage people to change their mode of transport.

The option considering the M1 Toll has not been taken forward because it was not likely to significantly reduce traffic flows through Julianstown. Traffic modelling and analysis looked at the origins and destinations of the traffic currently using the R132 through Julianstown and found that travelling through Julianstown is the shortest route for the majority (more than 90% of traffic in the peak). Even with the M1 toll removed or reduced, the route through Julianstown is likely to still be the preferred route for the majority of users.



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Phase 2 Options Selection Process

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Stage 1 - Preliminary Options Appraisal

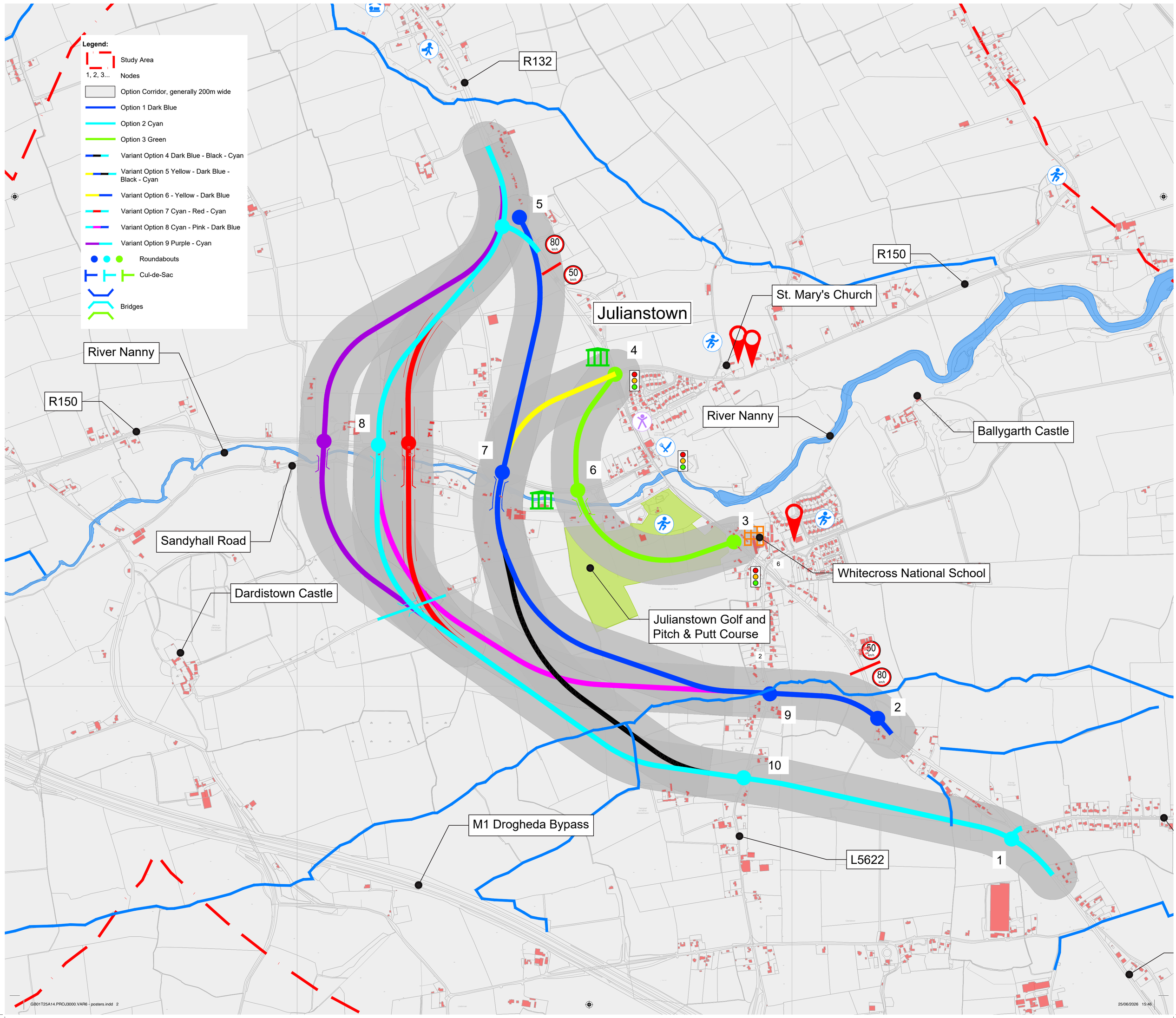
The Option Selection examines the options against criteria, including economic benefits and the environment, through a three-stage appraisal approach.

The outcome of the Option Selection process is to identify the best solution (or 'Preferred Option').

The first stage of Phase 2 included a detailed Constraints Study, which was informed by a Public Consultation, to ensure all relevant constraints including Special Protection Areas, biodiversity, flood risks etc. were identified and integrated into the options assessment

After identifying the constraints, options were developed into route corridors, nine in total, which avoid the key constraints. With this additional detail, the routes could be distinguished from each other on different factors including:

- Route length,
- Number of bridges/culverts,
- Impact on the environment and local land and;
- Construction costs.



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Phase 2 Options Selection Process

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Stage 2 - Project Appraisal Matrix

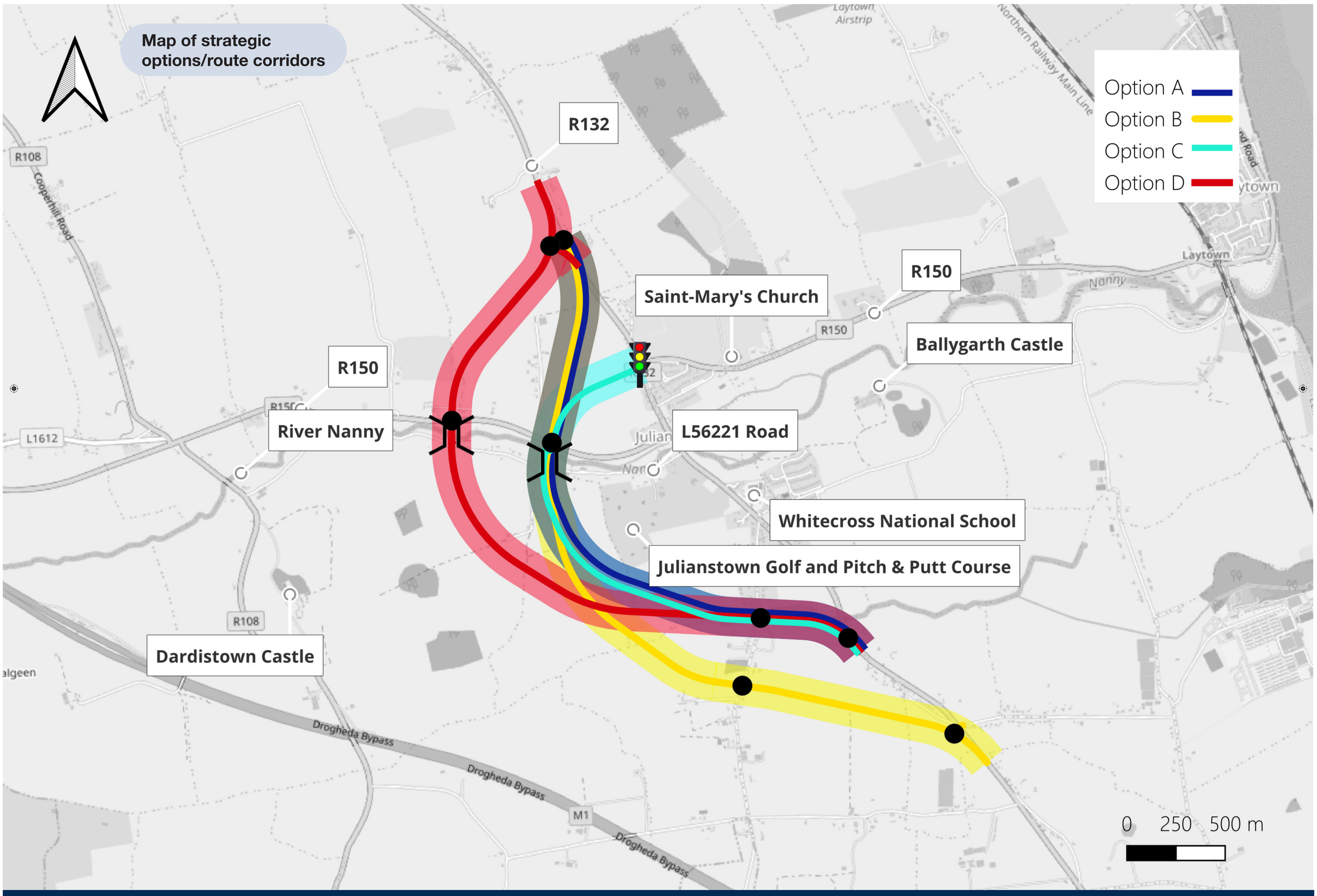
The four shortlisted options being taken forward to the Project Appraisal Matrix stage include variations of the following:

- Northern variants: Two options for connecting to the R132 north of Julianstown.
- Central alignments: Two options for the River Nanny crossing.
- Southern variants: Two options for connecting to the R132 south of Julianstown.

To determine the preferred option, detailed traffic modelling is actively underway to quantify:

- The operational performance
- Network benefits and;
- Local environmental impacts of each proposal

The Stage 1 Preliminary Options Appraisal assessed the nine options against the economy, environment and engineering criteria and identified four options to take forward to a more detailed assessment at the Project Appraisal Matrix stage.



What Happens Next

There will be a further opportunity to be involved in the scheme as it progresses through Phase 2. This will follow the identification of the Preferred Option, which will also include traffic calming and public realm improvements in the village.

Following the completion of Phase 2 and identification of a preferred option the next step is Phase 3 Design and Environmental Evaluation, subject to approvals and funding. The purpose of this phase is to develop the design of an Emerging Preferred Option, including the layout and junction arrangements, and undertake an environmental evaluation of the design to a level of detail to progress the project through the statutory process. During this phase, further engagement with landowners and interested parties will be undertaken as part of the ongoing design process.

Further information

The Julianstown Traffic Relief Scheme team will consider all of the submissions made during the public consultation period. The feedback received will be used to inform the project's design to progress towards the next stage of development to identify a Preferred Option. A report will be published summarising the feedback received during this consultation and how it informed the design and development.

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First Public Consultation Outputs

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Over 1,100 Julianstown residents, workers, and visitors participated in a widely promoted local travel survey in early 2026.

The consultation gathered insights on how respondents travel, what access they have to vehicles and if they agreed with the objectives and statements about travel in Julianstown.

Respondents were asked how strongly they agreed or disagreed with a number of statements about travel in Julianstown. Responses from people who live in Julianstown were separated from those who travel through, visit or work there, to assess the different views of the two groups. Across all respondents, 99% agreed that there was congestion through Julianstown. As the statements moved towards more localised points, for example feeling safe to walk or cycle or ease of crossing the road, the responses became more distinct.

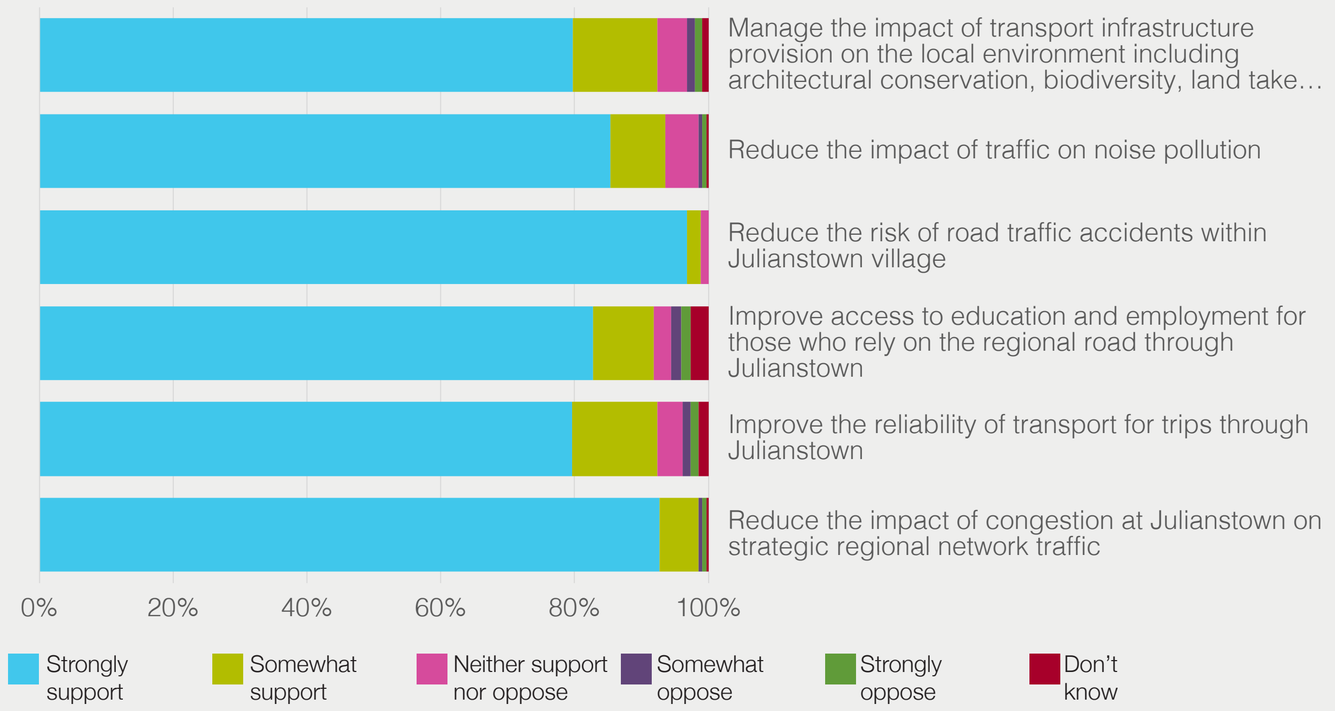
74% of residents disagreed that they feel safe walking through the village compared to 50% of other respondents. 87% of residents agreed that local traffic discourages walking and cycling through Julianstown compared to 58% of non-residents. Further results are shown in the graph.

These results show that users of the R132 are impacted differently depending on their association with Julianstown, with local residents more likely to view walking, cycling, air and noise quality in the area as more impactful than those visiting and travelling through Julianstown.

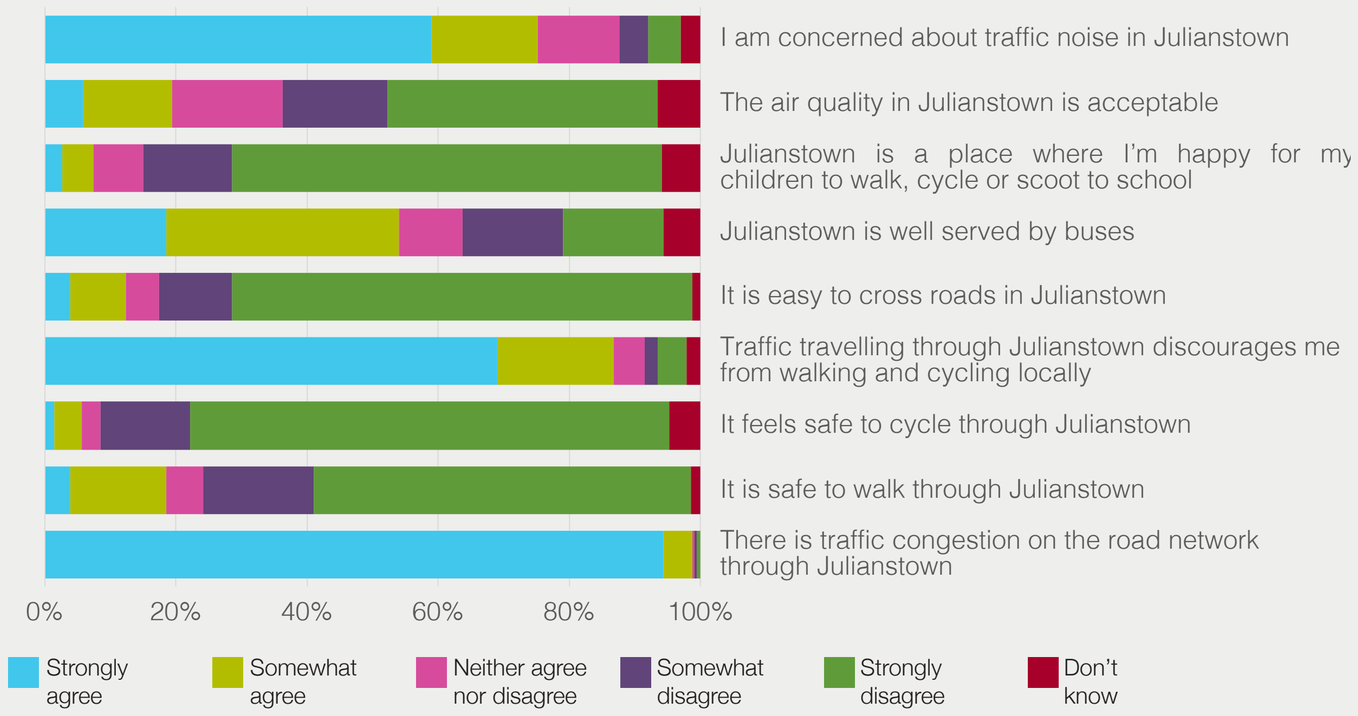
Respondents were also invited to share additional constraints or relevant information. These insights were categorised into the following themes and integrated into the project:

- M1 Toll
- Environmental and Heritage
- School / School Safety Constraints Raised
- Active Travel Safety & Provision
- Public Transport

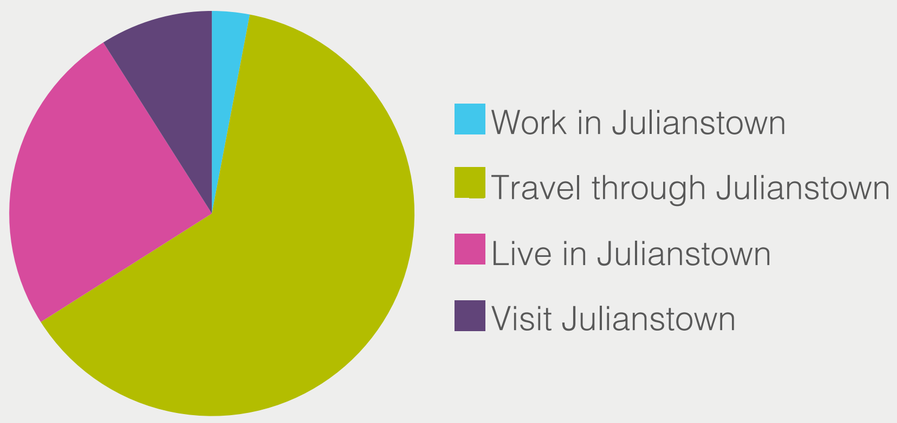
Do you agree with the following statements – residents only



To what extent do they support or oppose the study objectives – all respondents



Respondents' relationship with Julianstown



How to get involved again

To inform the scheme we are engaging with people who live, work and visit Julianstown again. We would like to hear your views on the options which are being taken forward.

Submissions can be made via a survey, available here and online, which can be submitted on the day or at anytime before the 31st July, by post or email.

The Transportation Department, Meath County Council, Buvinda House, Dublin Road, Navan, County Meath C15 Y291

transport@meathcoco.ie

This information, and the online form, is available on the website: www.julianstowntrafficrelief.ie

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